

# PAPERWORK REDUCTION ACT SUBMISSION

Please read the instructions before completing this form. For additional forms or assistance in completing this form, contact your agency's Paperwork Clearance Officer. Send two copies of this form, the collection instrument to be reviewed, the Supporting Statement, and any additional documentation to: Office of Information and Regulatory Affairs, Office of Management and Budget, Docket Library, Room 10102, 725 17th Street NW Washington, DC 20503.

239184

USCG-2003-14779-2

<p>1. Agency/Subagency originating request</p> <p>Dept. of Homeland Security/US Coast Guard</p>	<p>2. OMB control number</p> <p>a. <u>1 6 2 5 - 0 0 4 7</u>      b. <input type="checkbox"/> None</p>
<p>3. Type of information collection (check one)</p> <p>a. <input type="checkbox"/> New collection</p> <p>b. <input type="checkbox"/> Revision of a currently approved collection</p> <p>c. <input checked="" type="checkbox"/> Extension of a currently approved collection</p> <p>d. <input type="checkbox"/> Reinstatement, without change, of a previously approved collection for which approval has expired</p> <p>e. <input type="checkbox"/> Reinstatement, with change, of a previously approved collection for which approval has expired</p> <p>f. <input type="checkbox"/> Existing collection in use without an OMB control number</p> <p><i>For b-f, note item A2 of Supporting Statement instructions</i></p>	<p>4. Type of review requested (check one)</p> <p>a. <input checked="" type="checkbox"/> Regular submission</p> <p>b. <input type="checkbox"/> Emergency - Approval requested by: ___/___/___</p> <p>c. <input type="checkbox"/> Delegated</p> <p>5. Small entities. Will this information collection have a significant economic impact on a substantial number of small entities? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>
<p>6. Requested expiration date</p> <p>a. <input checked="" type="checkbox"/> Three years from approval date      b. <input type="checkbox"/> Other Specify: ___/___/___</p>	
<p>7. Title</p> <p>Vital System Automation -- 46 CFR Parts 52, 56, 58, 61, 62, 110, 111, and 113 [Formerly 2115-0548]</p>	
<p>8. Agency form number(s) (if applicable)</p> <p>n/a</p>	
<p>9. Keywords</p> <p>Automation, Marine safety, Vessel, Vital system</p>	
<p>10. Abstract</p> <p>Automated vital system regulations are necessary to promote the safety of life at sea on USCG certified vessels. The Coast Guard reviews plans, tests, and procedures to determine compliance and evaluate necessary manning of automated vessels. Automated vessel designers, shipyards, manufacturers and vessel owners are affected.</p>	
<p>11. Affected public (Mark primary with "P" and all others that apply with "X")</p> <p>a. ___ Individuals or households      d. ___ Farms</p> <p>b. <u>x</u> Business or other for-profit      e. <u>x</u> Federal Government</p> <p>c. ___ Not-for-profit institutions      f. ___ State, Local or Tribal Gov't</p>	<p>12. Obligation to respond (Mark primary with "P" and all others that apply with "X")</p> <p>a. <input type="checkbox"/> Voluntary</p> <p>b. <input type="checkbox"/> Required to obtain or retain benefits</p> <p>c. <input checked="" type="checkbox"/> Mandatory</p>
<p>13. Annual reporting and recordkeeping hour burden</p> <p>a. Number of respondents <u>765</u></p> <p>b. Total annual responses <u>765</u></p> <p>1. Percentage of these responses collected electronically <u>15</u> %</p> <p>c. Total annual hours requested <u>57,375</u></p> <p>d. Current OMB inventory <u>57,375</u></p> <p>e. Difference <u>0</u></p> <p>f. Explanation of difference</p> <p>1. Program change</p> <p>2. Adjustment</p>	<p>14. Annual reporting and recordkeeping cost burden (in thousands of dollars)</p> <p>a. Total annualized capital/startup costs</p> <p>b. Total annual costs (O&amp;M)</p> <p>c. Total annualized cost requested</p> <p>d. Current OMB inventory</p> <p>e. Difference</p> <p>f. Explanation of difference</p> <p>1. Program change</p> <p>2. Adjustment</p>
<p>15. Purpose of information collection (Mark primary with "P" and all others that apply with "X")</p> <p>a. ___ Application for benefits      e. ___ Program planning or management</p> <p>b. ___ Program evaluation      f. ___ Research</p> <p>c. ___ General purpose statistics</p> <p>d. ___ Audit      g. <u>x</u> Regulatory or compliance</p>	<p>16. Frequency of recordkeeping or reporting (check all that apply)</p> <p>a. <input type="checkbox"/> Recordkeeping      b. <input type="checkbox"/> Third party disclosure</p> <p>c. <input checked="" type="checkbox"/> Reporting</p> <p>1. <input checked="" type="checkbox"/> On occasion      2. <input type="checkbox"/> Weekly      3. <input type="checkbox"/> Monthly</p> <p>4. <input type="checkbox"/> Quarterly      5. <input type="checkbox"/> Semi-annually      6. <input type="checkbox"/> Annually</p> <p>7. <input type="checkbox"/> Biennially      8. <input type="checkbox"/> Other (describe)</p>
<p>17. Statistical methods</p> <p>Does this information collection employ statistical methods?</p> <p style="text-align: center;"><input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p>	<p>18. Agency contact (person who can best answer questions regarding the content of this submission)</p> <p>Name: <u>Mr. David Du Pont</u></p> <p>Phone: <u>202-267-0971</u></p>

**Supporting Statement  
for  
Vital System Automation  
46 CFR Parts 52, 56, 58, 61, 62, 110, 111, and 113**

**A. JUSTIFICATION**

**1. CIRCUMSTANCES WHICH MAKE COLLECTION NECESSARY**

(a) The collection of information pertaining to the vital automation systems of commercial vessels is necessary to protect personnel and property on board U.S. flag commercial vessels. The vital systems in machinery and engineering spaces of Coast Guard inspected commercial vessels are automated for a variety of reasons. These reasons include convenience of operation, improvements of efficiency, reduction of personnel, and the detection and control of unsafe conditions. Most automation is implemented at the discretion of the vessel owner to reduce necessary manning and increase operating efficiency, thereby significantly reducing operating costs.

(b) The Code of Federal Regulations (CFR) currently addresses the technical criteria for the safe and reliable automation of these vessels in the following sections: 46 CFR Parts 52, 56, 58, 61, 62, 110, 111, and 113. As charged and authorized by 46 U.S.C. 3306, 46 U.S.C. 8105, and 49 CFR 1.46, the Coast Guard promulgated safety regulations for automated vital systems on inspected commercial vessels on 18 May 1988. The need for automation safety standards to ensure safety of life at sea is recognized by industry and documented by numerous Coast Guard casualty investigations. These regulations also ensure that U.S. flag vessels conform to the automation regulations of the International Convention for the Safety of Life at Sea. The U.S. is signatory to this convention.

This information collection supports the following strategic goals:

Coast Guard

- Safety

Marine Safety, Security and Environmental Protection Directorate (G-M)

- Reduce crewmember deaths and injuries on U.S. commercial vessels
- Reduce the number of collisions, allisions, and groundings

**2. BY WHOM, HOW, AND FOR WHAT PURPOSE THE INFORMATION IS TO BE USED**

This information, which is collected by the Coast Guard, is used to determine compliance with safety regulations. Through the review of the plans prior to construction, the vessel owner or builder may be assured that the vessel, if built in accordance with the plans, will meet the regulatory standards.

**3. INFORMATION TECHNOLOGY USED TO REDUCE THE BURDEN**

The Coast Guard Marine Safety Center (MSC) has established a Web site ([www.uscg.mil/hq/msc](http://www.uscg.mil/hq/msc)) that details the procedure for submitting plans both electronically and otherwise. The majority of electronic submissions are submitted via e-mail. However, CDs, floppy disks, and zip disks are also acceptable alternatives. Electronic submission is voluntary.

While 100% of the reporting requirements can be done electronically, at this time we estimate that approximately 15% of the responses are collected electronically.

**4. EFFORTS TO IDENTIFY DUPLICATION**

(a) There are no other federal agencies with similar programs; therefore there is no duplication of other

federal information collections.

(b) The unique design and construction of individual automated vessel designs generally precludes the existence and the use of prior design information. Coast Guard experience has shown that the other information collection presently authorized by OMB for Title 46 of the Code of Federal Regulations is not entirely appropriate or adequate to determine the compliance of marine engineering systems with the performance standards of the subject rules. In cases where a class of similar or identically designed vessels is evaluated, information is required for the first vessel only. Similarly, where previously approved plans and information are to be used in an identical manner and meet the criteria of 46 CFR 50.20-15, resubmittal is not required.

#### 5. IMPACT ON SMALL BUSINESSES

This collection of information will not significantly affect small businesses.

#### 6. CONSEQUENCES IF INFORMATION IS NOT COLLECTED

If this information were not collected, the Coast Guard would not be able to carry out its responsibility for the promotion of safety on commercial vessels. The information cannot be collected any less frequently, as the information is submitted when the owner seeks Coast Guard approval of automation installations or changes in vessel manning.

#### 7. SPECIAL COLLECTION CIRCUMSTANCES

Information is collected in a manner that is consistent with the guidelines.

#### 8. PUBLIC CONSULTATION

The information collection requirements of these rules were presented for public comment in accordance with the Administrative Procedure Act of 1946 (5 U.S.C. 551 *et seq*). No other contact is considered necessary.

#### 9. PAYMENT OF GIFT TO RESPONDENTS

There were no payments or gifts to respondents.

#### 10. CONFIDENTIALITY FOR RESPONDENTS

All information collected complies with the Freedom of Information Act, the Privacy Act, and OMB Circular A-108. Confidentiality is promised, when requested, for information exempt from the mandatory public disclosure requirements of FOIA, or when the information is a trade secret.

#### 11. JUSTIFICATION FOR QUESTIONS OF A SENSITIVE NATURE

There are no questions of a sensitive nature.

#### 12. HOUR BURDEN OF THE COLLECTION OF INFORMATION

The Marine Safety Center estimates that the average annual number of respondents continues to be about 765 per year. According to the MSC, the estimated time for a respondent to prepare the necessary information is approximately 75 hours. This number reflects a conservative average as some respondents simply resubmit previous years documents and therefore would have a much lower burden hour requirement while others must spend more time preparing new plans and the requisite COI documents.